

CLASSIFICATION SECRET

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COUNTRY East Germany REPORT TOPIC Grossenhain Airfield

615938

EVALUATION PLACE OBTAINED 25X1

DATE OF CONTENT

DATE OBTAINED DATE PREPARED 4 February 1954

REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE) 1 - sketch on ditto

REMARKS

This is UNEVALUATED Information

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1. The following air activity and aircraft were observed at Grossenhain airfield between 28 December 1953 and 7 January 1954:
28, 29 and 31 December. No air activity was observed. There was intermittent fog and rain. Between 9 a.m. and 10 a.m. on 29 December and between 11 a.m. and noon on 31 December, no aircraft were observed at the field.
1 to 3 January. No aircraft were seen aloft. There was a closed ceiling, frost and snow.
4 January. Between 10 a.m. and 3 p.m., individual take-offs were made by MiG-15 or U-MiG-15s. There was a closed ceiling at an altitude of about 600 meters and visibility of about 5 km. The aircraft circled over the field for a few minutes. They had their landing gears extended. Around 4 p.m., 15 MiG-15 or U-MiG-15s were parked at the field.
5 January. Between 9 a.m. and 4 p.m., individual take-offs were again made by aircraft most of which circled over the field at an altitude of about 300 meters, with their landing gears extended. Additional aircraft which remained aloft for about 10 minutes at an altitude of 500 to 600 meters retracted their landing gears. The take-offs and landings were made from west to east. The weather was cloudless and frosty. About 5 p.m., 21 MiG-15 or U-MiG-15s were counted on the landing field.
6 January. Between 9:30 a.m. and 5 p.m., MiG-15 or U-MiG-15s again made local flights, landing gears extended.

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Around 3 p.m., about 34 aircraft were parked in front of the hangars.

7 January. There was no air activity at the field. The ceiling was closed at an altitude of about 500 meters.

2. As in the preceding winter, the runway was marked by coniferous trees. 25X1
 the trees were located next to the lamps along the runway.
3. A Tokén-type radar set, a Kniferest-type radar set, and several radio installations were observed at, and in the vicinity of, the field. location sketch of these installations. 25X1
4. Between 28 December 1953 and 3 January, the weather usually was very bad. Therefore, air activity was scarcely possible. On 5 January, the noise of engines was repeatedly heard from the town. Both sides of the runway were marked by fir trees. Between 9:30 a.m. and 1 p.m. on 6 January, the noise of aircraft engines was heard.

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25 YEAR RE-REVIEW

SECURITY



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